

No. 6212 號二十百二千六第 日九十月九年卅丁緒光 HONGKONG, THURSDAY, OCTOBER 25TH, 1877. 四拜禮 號五十二月十癸 港香 [PRICE \$2½ PER MONTH]

[PRICE \$2½ PER MONTH]

INTIMATIONS

THE DISTINGUISHED PATRONAGE OF
EXCELLENT GOVERNOR,
Lieut. General, Commodore, Viceroy,
Captain Colonel, and OFFICERS of
H.M.S. "AVALANCHE."
THE AMATEUR DRAMATIC CLUB
OF THE ABOVE REGT.
will give
PERFORMANCE
in the
THEATRE ROYAL, CITY HALL,
THURSDAY, NOVEMBER 1st, 1877.
The proceeds to be devoted to the above purpose.
SOS. GREEN'S SNUG LITTLE
BUSINESS!
URGENT "DELIVER AFFAIRS"
"A BELL"
Band will attend. To commence at 6 P.M.
Reserved Seats, 3s.; Admission 1s.
Seats may be had and Seats secured at
J. A. LAMB, CLAWFORD & Co's., where a

Hongkong, 22nd October, 1877. [1572]
 "OR TAKAO AND TAIWANFOO."
 The British Schooner
 "ONWARD"
 is available for immediate despatch.
 Freight, &c., apply to
 LANE, CRAWFORD & CO.
 Hongkong, 25th October, 1877. [1590]

A GENERAL BOOKKEEPER in a
 FANTEED STORE and SHIP CHAN-
 GE. Good references required. Address,
 by Salary, "T. K." Amoy.
 Amoy, 22nd October, 1877. [1593]

FOR SALE.
 LARGE TAKASIMA COAL, EX Gopown,
 at \$8 per Ton.
 Apply to
 THOS. G. GLOVER,
 3, Queen's Road Central and Pest Point.

ONG KONG RACES. 1878.

Gentlemen having Suggestions to Offer or
Contributions to make for the ensuing Race
Meeting are invited to communicate with the
Secretary of the Course on or before SATURDAY
the 27th instant.

By Order, D. CREAGH,
Clerk of the Course.

Hongkong, 20th October, 1877. [tw1568

ONG KONG RACES, 1878.

TO HONGKONG DEEBY, a Sweepstakes,
20 each, half forfeit if declared on or before
day of closing Entries, with \$100 added for
Pony, and \$50 for End. For all China
See last Race Grifts at date of Entry (Sat
January, 1878). First Pony, 70 per cent
Second, 50 per cent; Third, 10 per cent
Fourth, 10st. 7lb. One Mile and a Half
MINUTATIONS CLOSE ON THURSDAY,

(at the Court at the Canal).
 and Order,
DENTS CREECH
 Captain 28th Regiment,
 Clerk of the Course.
 (enghong, 12th October, 1877. [2w1530

NOTICES TO CONSIGNEES.
 CONSIGNEES OF OPTIONAL CARGO,
 EX O. S. S. G. S. SHIP "GLAUCUS,"
 FROM LIVERPOOL.
 SHIPPING Orders must be obtained from
 the Undersigned not later than the 27th
 instant for shipment per Steamer "FRANK"
 QUINCY, FRUITBEE, MILLER, Agents,
 enghong, 23d October, 1877. [2517
**BANK "STRATHMORE" FROM
 KUMACHEE**

Vessel and to require to send in their Bill
 of Lading to the Under-signed for Counter-signa-
 ture, and to take immediate delivery of their Goods,
 cargo impeding the discharge of the Vessel
 to be landed and stored at Consignees' risk
 and expense.
 DOUGLAS LAPRAIK & Co.
 Hongkong, 23rd October, 1877. [1584]

THE BRITISH BARK "LORD OF THE
 ISLES," FROM LONDON.
 CONSIGNEES of Cargo by the above-named
 Vessel are requested to send in their Bill
 of Lading to the Under-signed for Counter-signa-
 ture, and to take immediate delivery of their
 cargo, impeding the discharge of the Vessel
 to be landed and stored at Consignees' risk
 and expense.
 MEYER & Co.
 Agents.
 Hongkong, 20th October, 1877. [1589]

FROM LONDON.

CONSIGNEES of Cargo per above Vessel are hereby requested to send in their Bills Lading to the Undersigned for Counter-
signature, and to take immediate delivery of their
Cargo impeding the discharge of the Vessel
to be landed and stored at Consignees' risk
EXPENSE.

DOUGLAS LAPRAK & Co.
Agents
Singapore, 19th October, 1877. [1564]

FROM LONDON AND SINGAPORE.

WINE Steamship.

" EL DORADILLO "

Having arrived, Consignees of Cargo are hereby
warned that their Goods are being landed at
risk and stored in the Godowns of Messrs.
Gordon & Co, Duddell Street, whence " " "
of the "Borneo" Steamer Company may be obtained.
The Cargo will be conveyed to Shanghai

N. TO-DAY.
 cargo remaining undelivered after the 34th
 day will be subject to sale.
 To the Insurance has been effected.
 Bills of Lading will be countersigned by
 H. KIER & Co.,
 Agents,
 Hongkong, 17th October, 1877. [1556
 BRITISH BARK "MELBREE" FROM
 LONDON.
 CONSIGNEES of Cargo by the above Vessel
 are hereby requested to send in their
 bills of Lading to the Underwriter for Counter-
 signing, and to take immediate delivery of
 their Goods.
 Cargo impeding the discharge of the Vessel
 will be landed and stored at Consignees' risk and
 expense.
 ARNOLD, KAREERG & Co.,
 Agents,
 Hongkong, 15th October, 1877. [1545

MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for counter-signature, and immediate delivery. This Cargo has been and is stored at their risk, and expense. If Fire Insurance has been effected.
H. DU POUEY Agent.
Ex. "YANAGAWA," 16th September, 1877.
145 bags Stone, from Madras.
Cantonkong, 22nd October, 1877.

NOTICE

A. S. WATSON & CO.
FAMILY AND DISPENSARY
CHEMISTS.
By Appointment to His Excellency the Governor and His Royal Highness the Duke of Edinburgh.
WHOLESALE AND RETAIL DRUGGISTS.
PERFUMES,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUPPLIERS,
AND
AERATED WATER MAKERS.
SHIPS MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON & Co., at
HONGKONG DISPENSARY, 158

NOTICES TO ADVERTISERS.
Communications on Editorial matters should be addressed to "The Editor," and those on business to "The Manager," and not to individuals by name.
Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.

BIRTHS

On the 21st instant, at the Hotel de l'Univers, the wife of George Thompson, Esq., of a Daughter.
At Hongkong, on September 11th, the wife of Captain D. H. Brown, of a Son.
At Hongkong, on September 20th, the wife of J. B. Fraser, Medical Missionary, of a Son.
On the 20th instant, Mrs. S. S. Sen, of a Daughter.
At Hongkong, on October 4th, the wife of J. B. Fraser, Medical Missionary, of a Son.
At Hongkong, on the 1st instant, Mrs. J. B. Fraser, of a Daughter.
On the 10th instant, at 1015 P. M., at the residence No. 1, Old Bailey Street, Mr. L. E. F. Fraser, of a Daughter.
At Hongkong, on the 1st instant, Mrs. J. B. Fraser, of a Daughter.

The Daily Press.
HONGKONG, OCTOBER 25TH, 1877.

In no particular, perhaps, has the tergiversation and bad faith of the Chinese Government been more strikingly displayed than in the manner in which it has foisted upon foreigners a coast trade duty never intended by treaty. A pamphlet has recently been published by a British merchant at Chefoo in which he very ably and forcibly demonstrates this fact. By the treaties concluded with Western Powers by the Peking Government in 1858, the privilege of trading in Chinese produce between the different ports of the coast of China was accorded to foreign vessels upon the payment of tonnage dues not exceeding four mace per ton once in every four months; while should such vessels be solely employed for the conveyance of passengers, baggage, letters, provisions, or other articles not subject to duty between any of the open ports, they should be exempt from such payment, and be admitted to the entire coasting trade of China free from all taxation whatever. The writer above mentioned shows how, notwithstanding the treaty stipulations, there is levied, in addition to the tax imposed on vessels engaged in the coasting trade of China, another duty which amounted in 1876 to more than tenfold the total tonnage dues collected under the treaties from the foreign coasting traders. Thus it comes to pass that instead of "the legitimate duty of four mace per ton for every four months" which was settled by treaty, an actual amount of four taels and two mace per ton, or nearly the equivalent of one fifth of the entire cost of every vessel sent out to China from Europe and America for the coasting trade, which is thus absorbed for the benefit of the Manchu reigning dynasty of China without its having any general treaty right to do so. The manner in which this grievous tax on foreign shipping was allowed by the British Government and subsequently by the other Treaty Powers is carefully traced by "British Merchant." The Treaty of Tientsin was signed on the 26th of June, 1858, and a commission met in October of the same year to revise the tariff, when the Chinese commissioners, with Lord Elphinstone, was intended to deprive one of the principal clauses of the treaty of its chief object, thus paying the way for the introduction of the coast trade duty. With great astuteness the Chinese succeeded in introducing sundry rates and regulations, which had the effect of giving some sort of sanction to the really gross violations of the treaty which it must then have been intended to bring about. One of the chief of these obnoxious regulations was levied against the foreign coasting trade, notably against the trade in peas and bonacoe. The Chinese found little difficulty in persuading the British commissioners, who could have known but little of the resources of the Northern ports, to agree to Clause 4 of Rule V, which was as follows:—

"The export of pulse and bonacoe from Tientsin (Chefoo) and Newchwang under the British flag is prohibited. From any other of the open ports they may be shipped, on payment of the tariff duty, either to other ports in China, or to foreign countries." Now these two ports are the only ones where the articles above mentioned are exported in any considerable quantity, and the Chinese were of course well aware of the fact and made good use of their knowledge. As "British Merchant" points out, this rule was only brought about by a suppression of the truth, and consequently there is good reason for calling in question the validity of the agreement. It was not, however, until July, 1861, that the Chinese attempted to take any action with regard to these regulations; when Prince Kung, in a despatch to the British Legation, stated that as the Treaty contained nothing explicit regarding the re-shipment into the open ports of goods exported by foreigners, it was proposed that all native produce exported after payment of the tariff duty should, on re-shipment into any open port, be made to pay either a full tariff or a transit duty.

Without waiting for the British Minister's consent, the Chinese Government began levying the tax as if it had been recognised, and even went so far as to assert that it was provided by treaty. Having taken the preparatory step towards establishing the coast trade duty, they proceeded to force it on to its further development. "They laid," says "British Merchant," "only claimed a right in the first instance to levy a tax equivalent to half of the tariff duty on Chinese produce conveyed to the river ports, but they soon after extended the same claim to the conveyance of Chinese produce to and from all other coast ports, and this was the real beginning of the general coast trade duty." How, through the chicanery of Chinese and the weakness of British officials, the rights of foreigners in connection with the coasting trade were betrayed is next clearly pointed out by "British Merchant." The further shows that when the full effect of Clause 4 of Rule V became obvious, Sir Frederick Baverly determined to press for its abrogation and at length succeeded in that object. But the coast trade duty and the so-called export duty on Chinese produce not exported from China have, strange to say, been submitted to by all the Treaty Powers as though they were part of their treaty obligations. The various chambers of commerce in Hongkong and the Treaty ports have again and again protested against the illegality of these duties, but without effect. The Chinese Government tenaciously adheres to them, and in 1875, during the negotiations with Sir Thomas Wade on the Tientsin Outrage, actually proposed that "the old interdict upon foreign trade in bonacoe at Chefoo and Newchwang should be re-imposed." It is high time that the Treaty Powers should come to some understanding upon the subject of the coast trade duties with the Government of Peking, and it would be well if this could be done before the ratification of the Chefoo Convention.

Two or three Japanese army officers, will say the *Japan Gazette* also leave Yokohama for Europe as commissioners from Japan to watch the progress of the war between the Russians and Turks.

The export of silk from China and Japan from the 1st June of the present year up to date has only been 24,816 bales as against 83,820 bales during the same period last year, and 477 cases and 4,427 bales in 1876.

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COMMERCIAL INTELLIGENCE

EXPORT CARGO.
WEDNESDAY, 24th October.
Sailed for Peking to-day at 7:00, and for Benares at 8:00. Malwa are asking \$500 without any talk of abatement. The stock of Peking is given at 300 chests of Benares 800 chests, and of Malwa 300 chests.

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